

MARKET NEWS AND COMMENT

General Active Advance in the Late Dealings
Some Large Gains.

PRICES STEADY IN
EARLY DULNESS

Oils, Coppers and Specialties
Start Rise—Rock Island
Shares Decline.

In the late afternoon the market advanced to close with a general show of strength. The Ancon message was generally considered less likely to cause disturbance and had brought no important selling. When a few specialties rose the short interest found it difficult to cover, and as prices hardened there was some renewal of speculative commitments on the buying side. Gains of a point or more were common among industrials and a few issues made much greater improvement. Business expanded in the last hour, in which the turnover was more than that of the first three.

Early in the session the storm's delay in transportation and interruption of wire service limited business. There was, however, from the start less of the uncertainty that had marked the dealings of the day before. Prices improved a little in the early trading, and though the advance did not get far there was little reaction and practically no urgent selling.

The oil stocks showed early strength, some of the war industrials advanced and coppers were a little higher with better reports from the market for the metal. International Mercantile Marine preferred certificates, the assets of the different classes of security holders had come to an agreement, were actively purchased in the late afternoon. They advanced more than 7 points and the market for the stock of around 60,000 shares, making them the most active issue of the day.

Texaco Company led the petroleum stocks, with a maximum gain of over 15 points. Ancon and American Smelting and Refining were up over 2 points. Studebaker, with a gain of more than 8 points, and Baldwin, which improved more than 4, were particularly favored in the war group. Central went to new high prices for the year, which in the case of the former was the best in the road's history. Good earnings of these two carriers are causing the traders to expect a dividend for the latter.

Rock Island shares were weak, ending, after some recovery, nearly a point down. In spite of reiterated announcements that the road's financial needs were to be provided for, foreclosure of the first and refunding mortgage has been requested by bondholders.

London dispatches that gave the explanation of the Chancellor of the Exchequer of the plan through which the British government is to obtain our stocks and bonds held in that country were received with much interest. Since it has long appeared probable that these issues were to be forced out in some way or other, the organized use through responsible authorities seemed to indicate that our market would not have to absorb them but that it could readily digest. Details were far from complete, and the explanation had little or no effect on securities or in the exchange market. Sterling was a little higher, while marks made a new low.

There was a general firmness in local monetary conditions through the requirements of the payments on the Anglo-French notes. Call loans were renewed at 2 instead of 3 1/2 per cent and time accommodation was a trifle higher.

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NEW YORK STOCK EXCHANGE

TUESDAY, DECEMBER 14, 1915.
Total sales of stocks Tuesday, 473,600, against 723,300 Monday, 721,300 a week ago and 265,200 a year ago. From January 1 to date, 164,928,800, against 47,468,700 a year ago.

Div. rate	Shares sold	Open	High	Low	Final	Net chg.	Bid.	Ask.
Alaska Juneau	1,200	12 1/2	12 3/4	12 1/4	12 3/4	+ 1/4	12 1/2	12 3/4
Adams Express	3,100	22 1/2	23 1/4	22 1/4	23 1/4	+ 1/4	22 1/2	23 1/4
Alcoa	200	31 1/4	32 1/4	31 1/4	32 1/4	+ 1/4	31 1/2	32 1/2
Allis-Chalmers	400	82 1/2	83 1/4	82 1/4	83 1/4	+ 1/4	82 1/2	83 1/4
Allis-Chalmers pr.	1,000	69 1/4	70 1/4	69 1/4	70 1/4	+ 1/4	69 1/2	70 1/4
Am. Agr. Chemical	2,000	106 1/2	107 1/4	106 1/4	107 1/4	+ 1/4	106 1/2	107 1/4
Am. Beet Sugar	3,400	50 1/2	51 1/4	50 1/4	51 1/4	+ 1/4	50 1/2	51 1/4
Am. Can	300	112 1/2	113 1/4	112 1/4	113 1/4	+ 1/4	112 1/2	113 1/4
Am. Car & Foundry	1,800	75 1/2	76 1/4	75 1/4	76 1/4	+ 1/4	75 1/2	76 1/4
Am. Cel. Products	100	57 1/2	58 1/4	57 1/4	58 1/4	+ 1/4	57 1/2	58 1/4
Am. Cotton Oil	100	98 1/2	99 1/4	98 1/4	99 1/4	+ 1/4	98 1/2	99 1/4
Am. Express	100	127 1/2	128 1/4	127 1/4	128 1/4	+ 1/4	127 1/2	128 1/4
Am. Hide & Leather	300	50 1/2	51 1/4	50 1/4	51 1/4	+ 1/4	50 1/2	51 1/4
Am. Hide & Leather pr.	100	26 1/4	26 3/4	26 1/4	26 3/4	+ 1/4	26 1/2	26 3/4
Am. Ice Securities	300	22 1/2	23 1/4	22 1/4	23 1/4	+ 1/4	22 1/2	23 1/4
Am. Linsend	200	38 1/2	39 1/4	38 1/4	39 1/4	+ 1/4	38 1/2	39 1/4
Am. Linsend pr.	2,200	69 1/4	70 1/4	69 1/4	70 1/4	+ 1/4	69 1/2	70 1/4
Am. Locomotive	6,800	97 1/4	98 1/4	97 1/4	98 1/4	+ 1/4	97 1/2	98 1/4
Am. Locomotive pr.	100	10 1/2	10 3/4	10 1/4	10 3/4	+ 1/4	10 1/2	10 3/4
Am. Smelting	100	89 1/2	90 1/4	89 1/4	90 1/4	+ 1/4	89 1/2	90 1/4
Am. Smelting pr.	200	61 1/4	62 1/4	61 1/4	62 1/4	+ 1/4	61 1/2	62 1/4
Am. Steel Foundry	200	116 1/4	117 1/4	116 1/4	117 1/4	+ 1/4	116 1/2	117 1/4
Am. Sugar	100	118 1/4	119 1/4	118 1/4	119 1/4	+ 1/4	118 1/2	119 1/4
Am. Tel. & Cable	50	63 1/2	64 1/4	63 1/4	64 1/4	+ 1/4	63 1/2	64 1/4
Am. Tel. & Tel.	1,800	206 1/2	207 1/4	206 1/4	207 1/4	+ 1/4	206 1/2	207 1/4
Am. Tobacco	400	48 1/4	48 3/4	48 1/4	48 3/4	+ 1/4	48 1/2	48 3/4
Anacosta	8,400	84 1/2	85 1/4	84 1/4	85 1/4	+ 1/4	84 1/2	85 1/4
Asso. Oil	300	61 1/4	62 1/4	61 1/4	62 1/4	+ 1/4	61 1/2	62 1/4
Atchafalpa	1,800	101 1/2	102 1/4	101 1/4	102 1/4	+ 1/4	101 1/2	102 1/4
Atchafalpa pr.	100	114 1/4	115 1/4	114 1/4	115 1/4	+ 1/4	114 1/2	115 1/4
Atlantic Coast Line	7,100	112 1/2	113 1/4	112 1/4	113 1/4	+ 1/4	112 1/2	113 1/4
Baldwin Locomotive	1,000	92 1/2	93 1/4	92 1/4	93 1/4	+ 1/4	92 1/2	93 1/4
Baltimore & Ohio	1,000	77 1/2	78 1/4	77 1/4	78 1/4	+ 1/4	77 1/2	78 1/4
Baltimore & Ohio pr.	7,000	35 1/2	36 1/4	35 1/4	36 1/4	+ 1/4	35 1/2	36 1/4
Batavia Mining	600	450 1/4	451 1/4	450 1/4	451 1/4	+ 1/4	450 1/2	451 1/4
Bethlehem Steel	200	150 1/2	151 1/4	150 1/4	151 1/4	+ 1/4	150 1/2	151 1/4
Bethlehem Steel pr.	100	88 1/4	89 1/4	88 1/4	89 1/4	+ 1/4	88 1/2	89 1/4
Brooklyn Rapid Transit	200	25 1/2	26 1/4	25 1/4	26 1/4	+ 1/4	25 1/2	26 1/4
Brooklyn Rapid Transit pr.	100	12 1/2	13 1/4	12 1/4	13 1/4	+ 1/4	12 1/2	13 1/4
Brundage	1,000	86 1/2	87 1/4	86 1/4	87 1/4	+ 1/4	86 1/2	87 1/4
Butte & Superior Cop.	1,800	71 1/2	72 1/4	71 1/4	72 1/4	+ 1/4	71 1/2	72 1/4
Cal. Petroleum	3,800	26 1/2	27 1/4	26 1/4	27 1/4	+ 1/4	26 1/2	27 1/4
Cal. Petroleum pr.	700	55 1/2	56 1/4	55 1/4	56 1/4	+ 1/4	55 1/2	56 1/4
Canadian Pacific	2,000	175 1/2	176 1/4	175 1/4	176 1/4	+ 1/4	175 1/2	176 1/4
Canadian Pacific pr.	2,000	53 1/2	54 1/4	53 1/4	54 1/4	+ 1/4	53 1/2	54 1/4
Central Leather pr.	200	109 1/2	110 1/4	109 1/4	110 1/4	+ 1/4	109 1/2	110 1/4
Chesapeake & Ohio	3,000	61 1/2	62 1/4	61 1/4	62 1/4	+ 1/4	61 1/2	62 1/4
Chl. Great Western	100	12 1/2	13 1/4	12 1/4	13 1/4	+ 1/4	12 1/2	13 1/4
Chl. Great Western pr.	2,200	92 1/2	93 1/4	92 1/4	93 1/4	+ 1/4	92 1/2	93 1/4
Chl. R. I. & Pacific	23,500	16 1/4	16 3/4	16 1/4	16 3/4	+ 1/4	16 1/2	16 3/4
Chl. R. I. & Pacific pr.	300	32 1/2	33 1/4	32 1/4	33 1/4	+ 1/4	32 1/2	33 1/4
Chl. R. I. & Pacific pr.	2,000	52 1/2	53 1/4	52 1/4	53 1/4	+ 1/4	52 1/2	53 1/4
Chl. R. I. & Pacific pr.	100	35 1/2	36 1/4	35 1/4	36 1/4	+ 1/4	35 1/2	36 1/4
Chl. R. I. & Pacific pr.	800	143 1/2	144 1/4	143 1/4	144 1/4	+ 1/4	143 1/2	144 1/4
Chl. R. I. & Pacific pr.	100	85 1/2	86 1/4	85 1/4	86 1/4	+ 1/4	85 1/2	86 1/4
Chl. R. I. & Pacific pr.	2,800	175 1/2	176 1/4	175 1/4	176 1/4	+ 1/4	175 1/2	176 1/4
Chl. R. I. & Pacific pr.	2,000	53 1/2	54 1/4	53 1/4	54 1/4	+ 1/4	53 1/2	54 1/4
Chl. R. I. & Pacific pr.	200	109 1/2	110 1/4	109 1/4	110 1/4	+ 1/4	109 1/2	110 1/4
Chl. R. I. & Pacific pr.	3,000	61 1/2	62 1/4	61 1/4	62 1/4	+ 1/4	61 1/2	62 1/4
Chl. R. I. & Pacific pr.	100	12 1/2	13 1/4	12 1/4	13 1/4	+ 1/4	12 1/2	13 1/4
Chl. R. I. & Pacific pr.	2,200	92 1/2	93 1/4	92 1/4	93 1/4	+ 1/4	92 1/2	93 1/4
Chl. R. I. & Pacific pr.	23,500	16 1/4	16 3/4	16 1/4	16 3/4	+ 1/4	16 1/2	16 3/4
Chl. R. I. & Pacific pr.	300	32 1/2	33 1/4	32 1/4	33 1/4	+ 1/4	32 1/2	33 1/4
Chl. R. I. & Pacific pr.	2,000	52 1/2	53 1/4	52 1/4	53 1/4	+ 1/4	52 1/2	53 1/4
Chl. R. I. & Pacific pr.	100	35 1/2	36 1/4	35 1/4	36 1/4	+ 1/4	35 1/2	36 1/4
Chl. R. I. & Pacific pr.	800	143 1/2	144 1/4	143 1/4	144 1/4	+ 1/4	143 1/2	144 1/4
Chl. R. I. & Pacific pr.	100	85 1/2	86 1/4	85 1/4	86 1/4	+ 1/4	85 1/2	86 1/4
Chl. R. I. & Pacific pr.	2,800	175 1/2	176 1/4	175 1/4	176 1/4	+ 1/4	175 1/2	176 1/4
Chl. R. I. & Pacific pr.	2,000	53 1/2	54 1/4	53 1/4	54 1/4	+ 1/4	53 1/2	54 1/4
Chl. R. I. & Pacific pr.	200	109 1/2	110 1/4	109 1/4	110 1/4	+ 1/4	109 1/2	110 1/4
Chl. R. I. & Pacific pr.	3,000	61 1/2	62 1/4	61 1/4	62 1/4	+ 1/4	61 1/2	62 1/4
Chl. R. I. & Pacific pr.	100	12 1/2	13 1/4	12 1/4	13 1/4	+ 1/4	12 1/2	13 1/4
Chl. R. I. & Pacific pr.	2,200	92 1/2	93 1/4	92 1/4	93 1/4	+ 1/4	92 1/2	93 1/4
Chl. R. I. & Pacific pr.	23,500	16 1/4	16 3/4	16 1/4	16 3/4	+ 1/4	16 1/2	16 3/4
Chl. R. I. & Pacific pr.	300	32 1/2	33 1/4	32 1/4	33 1/4	+ 1/4	32 1/2	33 1/4
Chl. R. I. & Pacific pr.	2,000	52 1/2	53 1/4	52 1/4	53 1/4	+ 1/4	52 1/2	53 1/4
Chl. R. I. & Pacific pr.	100	35 1/2	36 1/4	35 1/4	36 1/4	+ 1/4	35 1/2	36 1/4
Chl. R. I. & Pacific pr.	800	143 1/2	144 1/4	143 1/4	144 1/4	+ 1/4	143 1/2	144 1/4
Chl. R. I. & Pacific pr.	100	85 1/2	86 1/4	85 1/4	86 1/4	+ 1/4	85 1/2	86 1/4
Chl. R. I. & Pacific pr.	2,800	175 1/2	176 1/4	175 1/4	176 1/4	+ 1/4	175 1/2	176 1/4
Chl. R. I. & Pacific pr.	2,000	53 1/2	54 1/4	53 1/4	54 1/4	+ 1/4	53 1/2	54 1/4
Chl. R. I. & Pacific pr.	200	109 1/2	110 1/4	109 1/4	110 1/4	+ 1/4	109 1/2	110 1/4
Chl. R. I. & Pacific pr.	3,000	61 1/2	62 1/4	61 1/4	62 1/4	+ 1/4	61 1/2	62 1/4
Chl. R. I. & Pacific pr.	100	12 1/2	13 1/4	12 1/4	13 1/4	+ 1/4	12 1/2	13 1/4
Chl. R. I. & Pacific pr.	2,200	92 1/2	93 1/4	92 1/4	93 1/4	+ 1/4	92 1/2	9